

Tab 57

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 20, 2014

Reference No.: 2.3a.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Timothy Craggs, Chief
Division of Design

Subject: **RESCINDING FREEWAY ADOPTION 4-SON-12 PM T17.6/21.6**
RESOLUTION HRU 14-01

Submitted for transmittal to the California Transportation Commission (Commission) is the Rescission of Freeway Adoption Resolution HRU 14-01. The Department of Transportation (Department) recommends that the Commission approve Resolution HRU 14-01 to rescind an unconstructed portion of freeway adoption for State Highway Route 12 in the county of Sonoma, Post Mile (PM) T17.6/21.6 in accordance with the recommendation of the Chief Engineer.

On May 21, 2014, the Commission adopted Resolution NIU 14-01 to notify all affected local, regional and State agencies of its intent to consider rescinding the freeway adoption. The resolution also allowed these agencies to submit within 60 days any additional information prior to the Commission's final consideration. The procedures for recycling, notifying the Commission's intention to consider rescinding a freeway route adoption and disposing of acquired right of way, were established by the Commission in Resolution No. G-15, adopted on November 17, 1978 and amended on February 29, 1980. This report describes the current status of the unconstructed freeway and provides an evaluation of the proposed rescission and a summary of the comments received during the 60-day response period.

Recommended by: KARLA SUTLIFF
Chief Engineer

BACKGROUND:

There is a lack of community support to construct a freeway on the adopted alignment by extending existing State Route (SR) 12 through Spring Lake Park east of the city of Santa Rosa. This proposed freeway extension remains unconstructed. Consequently, the Department is proposing to rescind the freeway route adoption along the unconstructed portion of SR 12 from Farmers Lane to Melita Road. Once the route rescission is approved, the Department's responsibility is to dispose of the excess land.

In 1934, SR 12 (old SR 51) became part of the state highway system. This route runs west to east traversing the counties of Sonoma, Napa, Solano, San Joaquin and ends in Calaveras County.

For the purpose of this proposed rescission, SR 12 is the portion of the corridor between the city of Sebastopol and SR 121 just south of the city of Sonoma. This western portion of SR 12 is located entirely within Sonoma County and is approximately 30 miles long. It traverses through the cities of Sebastopol, Santa Rosa, and Sonoma.

While the entire SR 12 is defined as part of the California Interregional Road System, traffic between the cities of Santa Rosa and Sonoma is mostly local. SR 12 between Santa Rosa and the city of Sonoma is designated a State Scenic Highway.

On January 24, 1957, the California Highway Commission (CHC) adopted a resolution declaring SR 51 (now SR 12) to be a freeway between the city of Sebastopol through Santa Rosa to the unincorporated community of Kenwood in Sonoma County. In general the adopted freeway alignment followed the existing SR12 alignment from the east city limits of Sebastopol to Farmers Lane. At this location a new alignment was adopted to the east following Hoen Avenue through Spring Lake Park rejoining existing SR 12 at Melita Road. See Vicinity Map.

Following this adoption, the Department executed freeway agreements with the city of Santa Rosa on August 20, 1958 and May 5, 1959; and with Sonoma County on September 29, 1958 and July 14, 1959.

The Department acquired approximately 65 parcels for construction of the adopted SR 12 east extension along Hoen Avenue from the late 1950's to the early 1970's. The estimated current market value is between \$17.5 and \$25 million.

In 1977 the freeway declaration on SR 12 from east of Melita Road through Kenwood continuing to SR 121 was rescinded.

From Sebastopol to SR 101 and from SR 101 to Farmers Lane in Santa Rosa, SR 12 has been constructed as a freeway. Existing SR 12 in the vicinity of the proposed rescission is a four-lane conventional highway.

The unconstructed route segment is not needed for route continuity. Currently, SR 12 is a four-lane conventional highway north along Farmers Lane and then east towards Kenwood. The Department's Transportation Concept Report for SR 12 was finalized and signed in January 2014. The 25-year corridor concept was developed by incorporating planning principles of Caltrans Smart Mobility Framework (SMF). SMF provides tools and strategies to meet the goals of Assembly Bill 32 and Senate Bill 375 on climate change and CO₂ emissions reduction. The 25-year facility concept for SR 12 remains a conventional highway.

In 1972 Spring Lake was created near the east end of the proposed extension. In 1973, park facilities (roads, buildings, restrooms and other amenities) were added and in 1974, Spring Lake Park was opened for public use. Public concerns with disturbing this environmentally sensitive area have been expressed over the years.

On April 24, 2014 the Department completed a Route Inventory Report documenting the proposal to rescind the unconstructed portion of SR 12.

There is no local agency support for the proposed freeway extension of SR 12 east of Farmers lane in Santa Rosa. The proposed extension is not included as part of the Sonoma County General Plan and is no longer included as part of the city of Santa Rosa General Plan. Prior to the Commission adopting Resolution NIU 14-01, the City of Santa Rosa and the Sonoma County Transportation Authority sent letters in support of the freeway rescission. Letters were dated May 5, 2014 and May 12, 2014 respectively.

If the Department retains the excess land, there will be ongoing maintenance costs, including weed abatement, public dumping, and liability concerns.

On July 23, 2014, the Department concluded a 60-day public comment period regarding the Commission's Resolution NIU 14-01.

Public notices detailing the proposal, availability of documents regarding the proposal and the process of solicitation of public comment were published in the Santa Rosa Press Democrat, Marin Independent Journal and Napa Valley Register on May 23, 2014. Notification letters were sent to local elected officials and senior agency staff members. A letter was also sent to the State Clearinghouse requesting that the public notices be routed to all relevant agencies for their review and comment.

During the public comment period, the Department received a total of 59 comments - 56 comments from the public and 3 comments from local agencies. Fifty-four comments were in support of the rescission, one was in support if certain contingencies were met, one did not specify support or opposition, and three were against it.

The 54 comments in full support (including 2 of the local agency comments) all mentioned that a greenway and/or pedestrian/bike path should be built instead of the proposed freeway. The one

support comment with contingencies wanted a "sensible and well-balanced plan" for use of the land before it is rescinded, but was opposed to the greenway concept as the commenter felt it would contribute to urban sprawl and burden the community with excessive parks. The one comment that did not specify a position was from the Santa Rosa Transportation and Public Works Department. Their comment was concerned with how the rescission would impact the State and local street network.

The three comments against the rescission requested that the Department build the freeway.

A private group, the Southeast Greenway Campaign, is proposing a linear park/non-motorized transportation corridor, and has done some preliminary design work emphasizing bike and pedestrian access and maintaining the existing de facto open space. Other alternatives could be additional housing, a wildlife corridor, or an urban parkway. This group has support from many individuals and groups in the community, from elected Santa Rosa officials and from other agencies, such as Sonoma County Water Agency and Sonoma County Regional Parks.

In addition, State Senator Evans (District 2) has introduced legislation in the most recent past session and in the current session of the Legislature (SB 1095 in the current session) which, if enacted as intended, would have directed the Department to transfer title to the surplus corridor rights of way to a local agency without compensation. While both bills failed to get out of committee, there is strong community and local agency support for the objective the bills intended to accomplish.

If rescinded by the CTC, the surplus rights of way will be disposed of pursuant to applicable statutes and established CTC and Department policies and procedures. In the process, to the extent possible, the Department will consider and attempt to accommodate interests and concerns of the community and local agencies.

In accordance with Resolution HRU 14-01, the Department recommends the freeway adoption be rescinded immediately.

Attachments

Resolution HRU 14-01
Vicinity Map
Copy of Public Notice Advertisement for NIU 14-01

CALIFORNIA TRANSPORTATION COMMISSION

**Rescission of Freeway Adoption
04-Son-12 PM T17.6/21.6**

Resolution HRU 14-01

WHEREAS, a location for State Highway Route 12 was previously adopted and declared a freeway on January 24, 1957, in Sonoma County between Sebastopol and Kenwood; and

WHEREAS, the freeway declaration of a portion of the aforementioned freeway was rescinded from east of Melita Road through Kenwood to Route 121 on July 21, 1977; and

WHEREAS, the portion the aforementioned freeway from Farmers Lane to Melita Road through Springs Lake Park is not likely to be constructed as a State highway within the foreseeable future because of lack of operational need, local support and funding; and

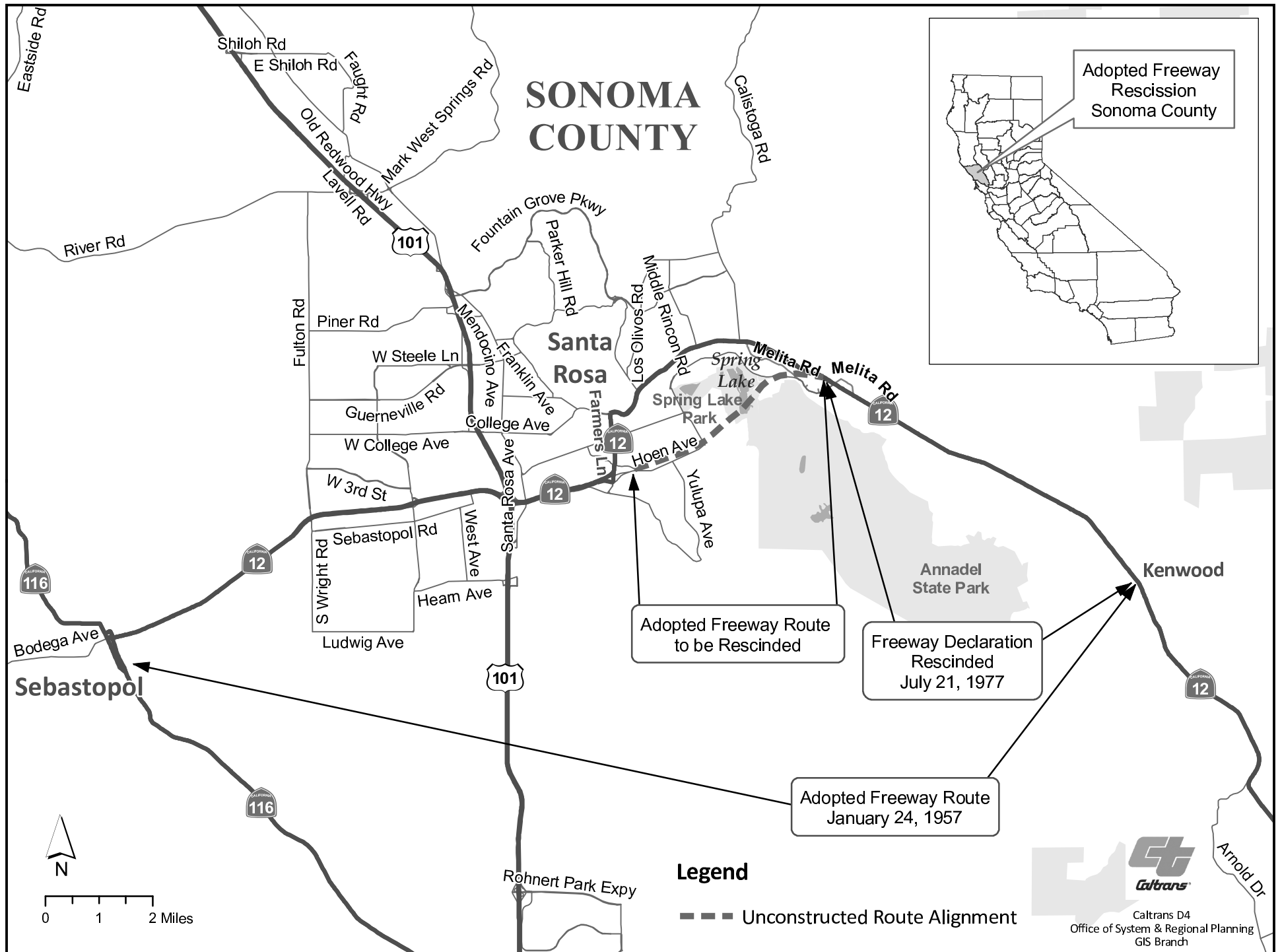
WHEREAS, retention of the freeway adoption may not be desirable and would subject the California Transportation Commission (Commission) to possible future expense for acquisition and maintenance of property or future expense for acquisition of property on a hardship basis; and

WHEREAS, there is excess rights of way to dispose of.

NOW, THEREFORE, BE IT RESOLVED by the Commission that pursuant to the authority vested in it by law, this Commission does hereby rescind the freeway adoption of State Highway Route 12 in the county of Sonoma, on the unconstructed portion of Route 12 from Farmers Lane to Melita Road, effective immediately as shown on the Route Rescission Map.

SR 12 Rescission Map

04-Son-12-PM T17.6/21.6



NOTICE OF INTENT TO CONSIDER RESCINDING FREEWAY ADOPTION

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For more information about this report or any transportation matter, call Caltrans at (510) 286-6445. Individuals who require documents in alternative formats are requested to contact the District 4 Public Affairs Office at (510) 286-6445. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.